

MD 174 IS ASSUMED TO RUN  
IN AN EAST-WEST DIRECTION

EXISTING CONCRETE  
SIDEWALK TO BE REMOVED

EXISTING SIGNAL HEADS  
TO REMAIN

1,2,3,4 5,6  
R Y G R Y G  
12" 8"

EXISTING SIGNAL HEADS  
TO BE REMOVED

7a,8a  
12"

EXISTING SIGNS  
TO REMAIN

9,10  
PIONEER DR.  
D-3(1)  
(VAR. x16")

EXISTING SIGNS  
TO BE REMOVED

11a 12a  
(9" x 12") (9" x 12")

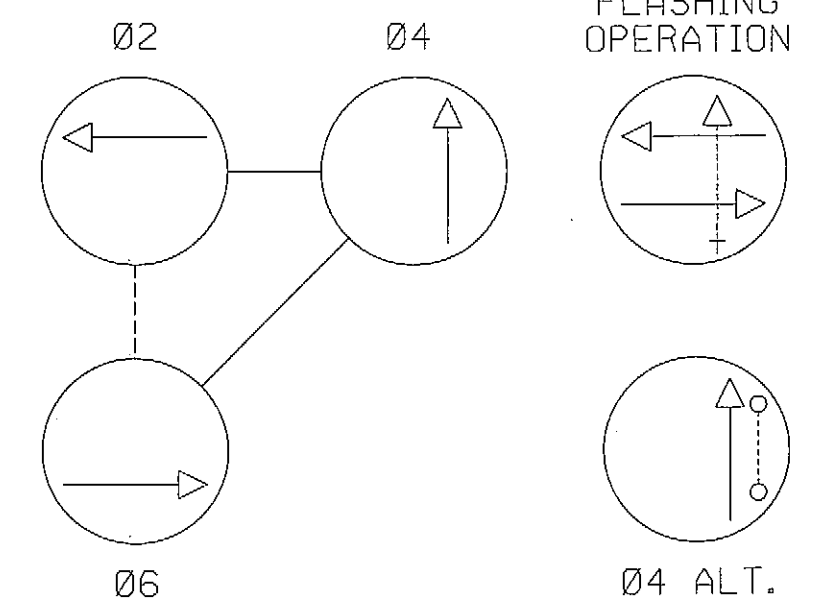
PROPOSED SIGNS

11 12  
R10-3(1) R10-3(1)  
(9" x 15") (9" x 15")

EX. SIGNS TO BE  
RELOCATED (SHOWN  
AT FINAL LOCATION)

15,17,19 14,18,20 24  
S1-1 S1-1  
(36"x36") (36"x36")  
(21"x15") (21"x15")  
R7-1 (12"x18")  
"BUS STOP" (12"x18")

NEMA PHASING



NOTE:  
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

MD 174 (REECE ROAD) WESTBOUND

MD 174 (REECE ROAD) EASTBOUND

#### CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS REECE ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS REECE ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
- INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- USE EXISTING HANDHOLE.
- RELOCATE EXISTING R7-1 AND "BUS STOP" SIGNS AND REMOVE EXISTING TUBULAR STEEL SIGN SUPPORT. INSTALL RELOCATED R7-1 AND "BUS STOP" SIGNS ON ONE 4 IN. x 4 IN. WOOD SIGN SUPPORT (L=16') AS SHOWN.
- USE EXISTING CONDUIT.
- REMOVE EXISTING PAVEMENT MARKING FOR CROSSWALK.
- INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- RELOCATE EXISTING S1-1 AND M6-2 SIGNS AND REMOVE EXISTING TUBULAR STEEL SIGN SUPPORT. INSTALL RELOCATED S1-1 AND M6-2 SIGNS ON ONE 4 IN. x 6 IN. WOOD SIGN SUPPORT (L=17') AS SHOWN.
- RAISE CURB AND 24 INCHES OF SIDEWALK EQUALLY 12:1 MAX TO PROVIDE SEPARATION BETWEEN RAMPS. (SEE SHEET NO. TSP-5 FOR DETAILS).
- REMOVE EXISTING SIDEWALK RAMP AND CURB. INSTALL SIDEWALK RAMP, CURB. (SEE SHEET NO. TSP-5 FOR DETAILS) AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH STANDARD NO. MD 655.40.
- REMOVE EXISTING SIDEWALK RAMP AND COMBINATION CURB AND GUTTER. INSTALL SIDEWALK RAMP, COMBINATION CURB AND GUTTER. (SEE SHEET NO. TSP-5 FOR DETAILS) AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH STANDARD NO. MD 655.40.
- INSTALL STANDARD TYPE A CONCRETE CURB.
- INSTALL 5 INCH CONCRETE SIDEWALK.
- REMOVE EXISTING SIDEWALK RAMP. BACKFILL, SEED, AND MULCH.
- CAP AND ABANDON EXISTING CONDUIT.
- REMOVE EXISTING PEDESTRIAN POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN.
- REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
- ADJUST EXISTING GAS VALVE TO FINAL GRADE.

CABLE 16'-5"  
TELEPHONE 16'-7"  
TELEPHONE 16'-9"  
TELEPHONE 17'-8"  
TELEPHONE 19'-5"  
CABLE 21'-2"  
SECONDARY 25'-6"  
PRIMARY 35'+

CABLE 17'-5"  
TELEPHONE 17'-9"  
TELEPHONE 17'-11"  
TELEPHONE 18'-6"  
TELEPHONE 19'-6"  
CABLE 21'-2"  
SECONDARY 26'-2"  
PRIMARY 35'+

TOD NO: XX525-05  
SHA NO: AA164B51  
MD 174 @ Pioneer Rd/MD 175 @  
Odenton Shopping Center

#### GENERAL NOTES

- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- RELOCATION OF EXISTING SIGNS SHALL BE MEASURED AND PAID AS ITEM 813015 - INSTALL OVERHEAD SIGN.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIG. 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
- REFER TO SHEET TSP-5 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

#### SPECIAL NOTE:

CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.

#### GEOMETRIC LEGEND

— EXISTING  
— PROPOSED

#### UTILITY LEGEND

—SD—SD STORM DRAIN  
—G—G GAS MAIN  
—W—W WATER MAIN  
—S—S SEWER MAIN  
—E—E ELECTRIC CABLES  
—A—A AERIAL CABLES  
—T—T TELEPHONE CABLES  
—F—F FIBER-OPTIC

**WR&A**  
WHITMAN, REQUARDT  
& ASSOCIATES, LLP  
801 South Caroline Street, Baltimore, Maryland 21231

APPROVALS  
TEAM LEADER  
ASST. DIR. CHIEF  
DIVISION CHIEF  
OFFICE DIRECTOR

REVISIONS  
① UPGRADE ALL PEDESTRIAN RAMPS AND  
INSTALL APS/CPS ON EAST LEG  
SHA NO. XX525-05 TMS NO. L559 06/2013  
JHR  
② INSTALL 4800 DETECTION  
TMS NO. 1463 MARCH 2007  
LWW JAH  
③ REMOVE ADVANCE HTB  
LWW BRK TH MAY 1999

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 174 (REECE ROAD) AND PIONEER DRIVE  
VAN BOKKELN ELEMENTARY SCHOOL  
(ODENTON, MARYLAND)

#### TRAFFIC SIGNALIZATION PLAN

SCALE: 1" = 20' DATE: 7/28/08 CONTRACT NO.  
DESIGNED BY: R.R. ZACHERL (FOR SIS) COUNTY: ANNE ARUNDEL  
DRAWN BY: DERRICK DICKERSON LOGMILE: 02017400.48  
CHECKED BY: TMS NO.  
F.A.P. NO. TOD NO.  
TS NO. 2494D DRAWING TSP-4 OF 6 SHEET NO. 4 OF 6

PLOTTED: June 28, 2013  
FILE: N:\31669-024\CADD\p93-P004\_M0174.dgn